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THREE prolonged and startling whistles awoke the city yesterday morning about half past five o'clock. Everybody thought that it was the signal of the approach of the Rio de Janeiro from the Orient, and the lookout at Diamond Head thought so, too, otherwise he would probably not have notified the town that the Rio was coming. It was nothing more than the little Island steamer Waiialeale, however, and it is the first time that her approach has been welcomed by the three whistles reserved for trans-oceanic steamships.

People who were interested in the arrival of the Rio and whose business was connected with the coming of the steamer hurried to the wharf, fully expecting to see the Rio off port. Various and interesting things were said when it was discovered that it was only the Waiialeale. Steamship agents, newspaper men, pilots, baggage men, custom house officers, quarantine officers, immigration commissioners, hack drivers, lei women and lots of other people who had business there stood on the Pacific Mall wharf and watched the Waiialeale come into the harbor, with anything but friendly feelings in their hearts and friendly words upon their lips for the lookout at Diamond Head, who had hustled them out of bed by the report that the Rio was coming.

The lookout service is being criticised from all quarters for various reasons. When a foreign steamer passed this port on Sunday, for example, although the captain signalled his number, Captain Rosehill at the lookout station had no code by which he could interpret the signal. The puzzle was afterwards solved by a late code owned by Thrum. The vessel was the British freighter Ping Suey, in the Oriental trade. She is on a trip from Odessa to Vladivostok and to Seattle to load there for Chinese ports.

Mariposa Sails for the Coast

To the music of Berger's band, the Oceanic steamship Mariposa, Captain Rennie, sailed from this port for San Francisco yesterday morning at 10 o'clock, promptly on schedule time.

A great crowd was on hand to see the steamer off, despite the rain. Up to the time of starting the decks of the vessel were packed with people seeing their friends off. Lels were as abundant as is usual on such occasions in these delightful parts and the rain, although it was most disagreeable to the crowds, did not seem to discourage them in their desire to see the steamer off.

The Mariposa's first day at sea was probably a disagreeable one, for when she left port the rain was falling in torrents and she was soon lost to sight after she got out of the harbor. The crowds on the wharf went home drenched and everybody looking miserable and uncomfortable. Those who departed for the Coast on the Mariposa are as follows: Rev. Hamilton Lee, Edward Brown and wife, Dr. C. Showman, wife and child, Miss Anna R. Lamaghan, Miss Hanna Anderson, Mrs. J. W. Craig and two children, A. M. Harrison and wife, B. W. Ripley and wife, R. C. Rawlings, Mrs. Crosby, Miss Chanslor, Miss Briggs, Miss Meade, Miss Schwarz, E. Kenelly, J. F. Pearce and wife, James Doyle and wife, A. Jacobs, C. F. Herrick, wife and son, H. V. Reeves, Mrs. W. A. Hardy, J. H. Payne, H. E. Ransome, M. Sweeney, W. H. Babbitt, C. F. Solomon, E. A. von Armin, J. E. Muller, L. R. Crawford, M. Palumbo, Miss P. T. Hossack, A. D. McBryde and wife, W. G. Eldred, Mrs. Augustine, T. Holshausen and wife, E. B. Beard, M. Tyrrell, M. Bowen, H. Kimball and wife, Miss Captain Mathis, R. A. Perry and wife, Robert Lewers and wife, Miss Harriet Lewers, E. H. Paris, Mrs. C. N. Fulcher and child and Mike Costello.

The Return of the Kinau.

About 2 o'clock yesterday afternoon the steamer Kinau, which sailed hence for Hilo and way ports on Thursday last, returned to this port. Since she left Honolulu she has been through one of the roughest trips of her experience. She was forced to return with her Mahukona, Makena and Kihel freight and was unable to touch at Lahaina until yesterday morning.

Very heavy winds and rains are reported on all the windward Islands. The Claudine is expected in this morning. She was at Kahului when last reported. The great freighter of the American-Hawaiian line, the Californian, Captain Morrison, was at Hilo and expected to sail thence on her long voyage to New York today. She had about completed her cargo of sugar.

The principal damage done by the storm on Maui and Hawaii was the breaking of the telephone wires. No shipping disasters have been reported so far. The Kinau will sail again, on her regular run, on Tuesday.

Passengers arriving on the Kinau were as follows: J. M. Coulson, I. C. Eskew, J. Gibbs, Mrs. H. H. Miller, W. McKay, A. E. W. Todd, Mrs. M. D. Owen, Mrs. S. W. Waterfield, Miss I. Wakefield, P. Peck, S. Wolf, Captain John Simpson, Mrs. Simpson, S. H. Conley, John Doyle, Miss Doyle, Rev. S. W. Damon, Mrs. L. Arnold and children, Mrs. Hakapuuhi, C. H. Heilmann, Henry Lyman, E. L. Mable, Quong Lee Yong, John J. Moir, M. K. Free, Dr. J. J. Grace, John Richardson, Rev. S. P. Perry, J. Onoda, R. Laing, Captain R. Andrews, Captain Mitchell, Miss Simpson, Eugene Lyman, J. Kekuewa, Master H. Mahiko, Charles Williams, Master E. Williams, Miss Hattie Saffery, Miss Daly, R. H. Long, C. W. W. Loss, Miss L. S. Byington, Miss M. L. Gorton and sixty-three deck passengers.

Changes in Island Steamers.

The Federal inspectors of hulls and boilers, Captains Whitney and Lehners, have of late been busy engaged in examining the Island steamers in this port. Many changes in the vessels have been ordered as a result of the examination.

In the cases of some of the boats it is understood that, unless the orders are immediately complied with, the boats are liable to be tied up. Time will be allowed, however, for most of the alterations required.

The Mikahala was put on other ways and examined by the inspectors yesterday morning. Several changes have been ordered in the steamer down be-

low, and she will be compelled to provide additional safeguards for passengers, safeguards which have been ordered placed on all the inter-island vessels carrying passengers.

A life-preserver must be provided for every passenger carried on the local boats in the future, members of the crew included. The shore boats now in use will have to be converted into life-boats by the addition of air-tight compartments, and the life-boat accommodation will have to be in proportion to the number of people allowed to travel on the vessel. Life-rafts will do in place of life-boats, and several life-rafts have been sent for by the steamship companies.

Among other new things to be introduced in the local steamer service will be fire drill. Circulars concerning the scheme of fire drill have been posted on all the steamers of the Inter-Island Steam Navigation Company. It is required that there shall be a fire drill, including the lowering of the life-boats from the davits, on every trip.

In the posted notices complete directions are given every officer and member of the crew as to his duties in case of fire.

All of the necessary appliances to bring the outfits of the steamers up to the standard required by law have been ordered by the local steamship companies. Wilder's steamer Mokoli has been examined and granted a license to carry freight. In her case a license to carry passengers was not asked for.

The Binnacle Shines Again.

This morning the third issue of the Binnacle, the bright and newsy little paper published aboard the United States tug Iroquois by Chief Yeoman McGettigan, editor in chief, reporter staff and business manager as well as publisher, is given to the world. It is as twinkling and luminous as ever, as witness the following editorial:

We are thankful to the Advertiser for its complimentary notices on the Binnacle's amateur efforts. "Pleasing words are as the magic art," and encouragement to a young journal is the breath of life—being the recipient of both from the Advertiser, the Binnacle ought to thrive.

Owing to recent events, we deem it advisable to state that our editorial sanctum is a turret of a man-of-war and that two 37 Hotchkiss and one Colt's machine gun stand prepared to uphold the assertions of the Binnacle. A recollection of the naval site as it was two years ago and its magnificent wharves and improved surroundings of today are two glaring opposites. The Government honors Hawaii by attaching the largest tug in the Navy to its naval station, and such honor is but a forecast of the good the Department has in view for the Islands.

EDITORIAL.

Though the blue jackets of the Iroquois have an aloha for Francis Murray, the cause of the Binnacle is not the cause of nor does it affect their regard for him, and they would rather hear any phase of his "beef-steak" story than the lengthy billingsgate oratory of at least one of his female antagonists.

OUR APPRENTICES.

Three thousand homes throughout the United States claim representatives among the apprentices of the United States Navy. Despite the looks askance of our oldest inhabitants, the apprentices of our doctored company are the school of incorrigible youth of our commonwealth. There was a time when, to be a boy in the navy meant wickedness, stubbornness and all such evil things the parish priest or deacon could put upon the child so ostracized; but now, notwithstanding his covering of blue and ways unbecoming to his school-buddy friends, the apprentice boy avows a profession and represents the best part of Uncle Sam's service. Our best warrant officers are ex-apprentices, our best petty officers served their time as apprentices, and a day not far distant will prove that a naval force of Americans trained from youth to the hardships inherent to the service is a power indeed.

Sighted Land Over a Week.

The American schooner Robert Lewers arrived yesterday morning from Port Gamble after a very rough trip of twenty-five days.

Captain Underwood said that he sighted land over a week ago, but was unable to get close enough to Honolulu to make himself known, on account of the severe weather which has prevailed for the last ten days. He hung around the island all that time, finding it impossible to make port there yesterday.

Possibly a Channel Bar.

On account of the recent and still prevailing severe southerly weather, it is very possible that, when the storm subsides, it will be found necessary to do some dredging at the entrance to the channel leading into the harbor. It is thought that there has been a sand bar formed by the action of the waves. Vessels leaving and entering the harbor of late have noticed a strong current never before known, which sets inshore at the harbor mouth and extends far into the channel.

Dewey's Church for Ballast.

A Filipino church, one of those demolished by Admiral Dewey when he captured the city of Manila, is now in Tacoma, having arrived there on January 27. This may seem a strange statement to the uninitiated, but it is nevertheless the literal truth. The church formed the ballast of the old-built, four-masted British bark Ancona, Captain Ferguson, which arrived in tow of the tug Tatoosh. The Ancona lay at Port Angeles for nearly a week, during which time numbers of the ballast spread and she was soon besieged by curio hunters, who carried away sections of the old Manila church in gunnysacks. The customs collector at Port Angeles stopped this, however, claiming that some of the curio hunters would manufacture articles out of the old church, expose them for sale, and then the Government would be after the collector.

The church was an adobe affair constructed of clay, coral and other light material. The church was put into the Ancona as ballast at Manila months ago and has served its purpose well. When Dewey attacked Manila the church was partially demolished and it is said that the bishop afterward finished the job and now has a claim pending against the United States for \$150,000 damages for the destruction of the church. Anyway, the church is now in Tacoma harbor and the greater part of it will soon be at

the bottom of the bay. Rumor has it that some interesting relics and curios are to be found in the several hundred tons on board the Ancona. However, that may be. McCabe & Hamilton, who have the contract to discharge and load the vessel, will dump all of it into the bay.

The Ancona was at Tacoma three years ago and at that time attracted considerable attention along the waterfront, and does yet. She has a half-turret deck, resembling a whaleback, was built in 1893 by Russell & Co., Port Glasgow, and is the only vessel of her kind in the world. The probabilities are that she will continue to be such, as her construction was not the success hoped for and no more have been built like her. The idea of her construction was that sea would wash off her off a whaleback. Bow and stern resemble an ordinary sailing vessel. She is built to carry water ballast as well as sand, but rolls heavily in the seas, and is not excessively loved by either officers or crew. Her voyage over from Japan was a rough one, with numerous gales, rain and cold steel and heavy seas, although the winds were reasonably favorable.

Although a slow sailer, the Ancona went from Kobe to the cape in thirty days, and then a violent southeast gale obliged her to beat off the cape for five days before a tug was sighted. She was towed into Port Angeles to await a charter. The Ancona went to Kobe from Philadelphia with a cargo of case oil and was 162 days out on the voyage, with no unpleasant experiences. At Kobe her owners refused an excellent charter rate for a cargo to New York, believing that more money could be made coming to the Pacific Coast. The owners are sorry now that they did so. The Ancona has been chartered by the newly organized Eastern grain firm, through Kerr, Gifford & Co., to load grain for Europe.

Dashing Wave at Tacoma.

The old American ship Dashing Wave, Captain William Lancaster, which was in Honolulu the latter part of 1899, the oldest sailing vessel on the Pacific Coast and which is well remembered back in the days of the Civil War, when she carried cotton from New Orleans to Liverpool, arrived at Tacoma recently from San Francisco, after another cargo of lumber at Old Town.

When she left Tacoma last voyage the Dashing Wave was stormbound at Port Angeles for many days, along with a number of other ships. When the weather moderated so that she could venture out in safety, the old ship scudded down the Coast in record-breaking time, reaching San Francisco in three days, which is the equal of any steamship time.

Change Masters Again.

The American ship C. F. Sargent, Robert Melville, master, well known in Honolulu, was towed to sea from Tacoma on January 29, coal-laden for the Hawaiian Islands. The Sargent has enjoyed three different masters since she last left Honolulu. She left here under the command of Captain Gammons, who was recently unexpectedly relieved by Captain Haskell. The latter, it was understood, had bought the ship. Captain Haskell also resigned to take command of the American ship Kennebec, vice Captain Lewis, now loading a foreign lumber cargo at Hadlock. Captain Melville, who took the Sargent out from Tacoma finally, was her first mate.

Andelana's Sister Ships.

Reinsurance on the British bark Andrada, now over eighty days out from Santa Rosalia for Portland, is now quoted at 90 per cent, and all hopes of the vessel have been given up, as has been stated. As will be remembered, the Andrada appeared off the Columbia river bar many weeks ago and took Pilot Cordier aboard. A storm drove the vessel out to sea and she has never been heard of since. The United States revenue cutter Perry, Captain Kilgus, which put out from Astoria to search for the missing vessel, and which returned to Seattle some time ago to renew her coal supply, is laid up with a cracked cylinder-head, and the cutter Grant, Captain Tozier, is continuing the search, and also investigating other wreckage reported on the west coast of Vancouver Island. The Andrada is a sister ship to the Andelana, which captized in Tacoma harbor January 15, 1899, with twenty men aboard, and now lies at the bottom of the bay. The Andrada is also believed to have captized at sea. The Andoriana, another sister ship to the Andelana, was towed to Hilo by two ill-fated vessels, was it will be remembered, in the great Hoboken fire and suffered severe damage, but is now in commission again.

Tonic for impaired health. Spruance, Stanley & Co's (San Francisco) "Kentucky Favorite" whisky, unsurpassed for medicinal purposes.

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"The Conspirators," by Robert W. Chambers.
"Afield and Afloat," by F. R. Stockton.
"The Pageantry of Life," by Whitley.
"The Stickler Minister's Wooing," by S. R. Crockett.
"The Bennett Twins," by Hurd.
"The Weird Orient," by Bowdler.
"How to Tell a Story," Mark Twain.
"Stringtown On the Pike," by John Uri Lloyd.
"Concerning Children," by Charlotte Perkins Gilman.
"The Gentle Art of Cooking Wives," by Worthington.
"How to Cook Husbands," by Worthington.
"The Wild Animal Play," by Ernest Seton Thompson.
"The Problem of Asia," by Capt. A. T. Mahan, U. S. N.
"The Cardinal's Snuffbox," by Henry Harland.
"The Cardinal's Rose," by Van Tassel Sutphen.
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